

**Process for Determining Regionally Significant Facilities
for Purposes of Regional Emissions Analysis (see CFR 93.105.2.c.1.ii)**

Background: 40 FR 93.101 defines “regionally significant project” and associated facilities for the purpose of transportation conformity. The federal definition does not specifically include minor arterials. The following definitions and processes will be used by the Wasatch Front Regional Council (WFRC) and Mountainlands Association of Governments (MAG) in consultation with DAQ, UDOT, UTA, FHWA, FTA, and EPA to determine which facilities shall be considered regionally significant for purposes of regional emissions analysis. It is the practice of the MPO to include minor arterials and collectors in the travel model for the purpose of accurately modeling regional VMT and associated vehicle emissions. The inclusion of minor arterials and collectors in the travel model, however, does not identify these facilities as regionally significant.

1. Any new or existing facility with a functional classification of principal arterial or higher on the latest UDOT Functional Classification Map (currently found at <http://www.dot.utah.gov/index.php/m=c/tid=1228>) shall be considered regionally significant.
2. Any fixed guideway transit service including light rail, commuter rail, or portions of bus rapid transit that involve exclusive right-of-way shall be considered regionally significant.
3. As traffic conditions change in the future, the MPO's - in consultation with DAQ, UDOT, FHWA, and EPA (and UTA and FTA in cases involving transit facilities) - will consider 1) the relative importance of minor arterials serving major activity centers, and 2) the absence of principal arterials in the vicinity to determine if any minor arterials in addition to those listed in Exhibit A should be considered as regionally significant for purposes of regional emissions analysis.

Exhibit A
Minor Arterials Determined to be Regionally Significant
for Purposes of Regional Emissions Analysis

In consultation with DAQ, UDOT, FHWA, and EPA; and based on inspection and engineering judgment of current traffic conditions; and based on application of the “Process for Determining Regionally Significant Facilities for Purposes of Regional Emissions Analysis” agreed upon by the aforementioned agencies; the WFRC and MAG designate the following minor arterials as regionally significant.

Salt Lake County

300 West/Beck Street: 600 South north to I-15
Redwood Road: 14400 South to Utah County line
U-111: SR-201 to New Bingham Highway
New Bingham Highway: U-111 to 9000 South

Davis County

Syracuse Road: I-15 west to Antelope Island
SR-108 (2000 West): Syracuse Road to Weber County line

Weber County

SR-108 (3500 West): Davis County line to Midland Drive
SR-108 (Midland Drive): 3500 West to Hinckley Drive
SR-79 (Hinckley Drive): SR-108 to I-15

Utah County

Redwood Road: Salt Lake County line to Highway-73

**Process for Determining Significant Change in Design Concept and Scope
for Purposes of Regional Emissions Analysis (see CFR 93.105.2.c.1.ii)**

Changes to regionally significant projects may or may not necessitate a new regional emissions analysis. The following definitions and processes will be used to determine what changes to project concept and scope are to be considered significant or not for purposes of regional emissions analysis.

1. Adding or extending freeway auxiliary lanes or weaving lanes between interchanges is not considered a significant change in concept and scope since these lanes are not normally included in the travel model.
2. Adding or extending freeway auxiliary/weaving lanes from one interchange to a point beyond the next interchange is considered a significant change in concept and scope.
3. A change to a regionally significant project defined in the Regional Transportation Plan that does not change how the project is defined in the travel model is not considered a significant change in concept and scope. These changes include but are not limited to lane or shoulder widening, cross section (other than the number of through lanes), alignment, interchange configuration, intersection traffic control, turn lanes, continuous or center turn lanes, and storage lanes.
4. A change to a regionally significant project defined in the Regional Transportation Plan that does alter the number of through lanes, lane capacity, or speed classification as defined in the travel model is considered a significant change in concept and scope.
5. Advancing or delaying the planned implementation of a regionally significant project that does not result in a change in the transportation network described in the travel model for any horizon year (as defined in CFR 93.101) is not considered a significant change in concept and scope.
6. Advancing or delaying the planned implementation of a regionally significant project that does result in a change in the transportation network described in the travel model for any horizon year (as defined in CFR 93.101) is considered a significant change in concept and scope.
7. Project changes not addressed in the above statements will be decided on a case by case basis through consultation by representatives from DAQ, WFRC, MAG, UDOT, UTA, FHWA, FTA, and EPA.